

### **AMENDMENTS TO THE SPECIFICATION**

**Please amend page 6, paragraph 1 as follows:**

A brake disc 18 is also mounted on the axle 14 by means of an integral brake disc carrier 20 and bearings 22. The brake disc 18 is coupled to the tyre and wheel assembly 10 by means of a gear assembly including first and second sets of crown gears 24,26, respectively, which co-operate with one another through a pinion gear 28. The gear assembly 24-28 is designed such that the brake disc 18 rotates in the opposite direction to the tyre and wheel assembly 10 so as to produce a counteracting gyroscopic force, dependant, in this embodiment, upon the relative weights, on the one hand, of the wheel and tyre assembly 10 and, on the other hand, of the brake disc 18 and brake disc carrier 20 assembly. In another embodiment, component 18 may be a flywheel configured in the same way as described above with respect to brake disc 18.

**Please amend page 2, paragraph 4 as follows:**

This has ~~lead~~ led to the development of composite materials such as carbon fibre to manufacture the rims and brake discs. However, the use of these materials in this way has been banned for use in many classes of competition including the World Superbike Championship. In this particular class forged magnesium rims are a good alternative with a front wheel weight of 1.4 kg but the discs have a mass greater than 2 kg each and as you must use ferrous material, therefore it is not possible to alter the disc mass much.